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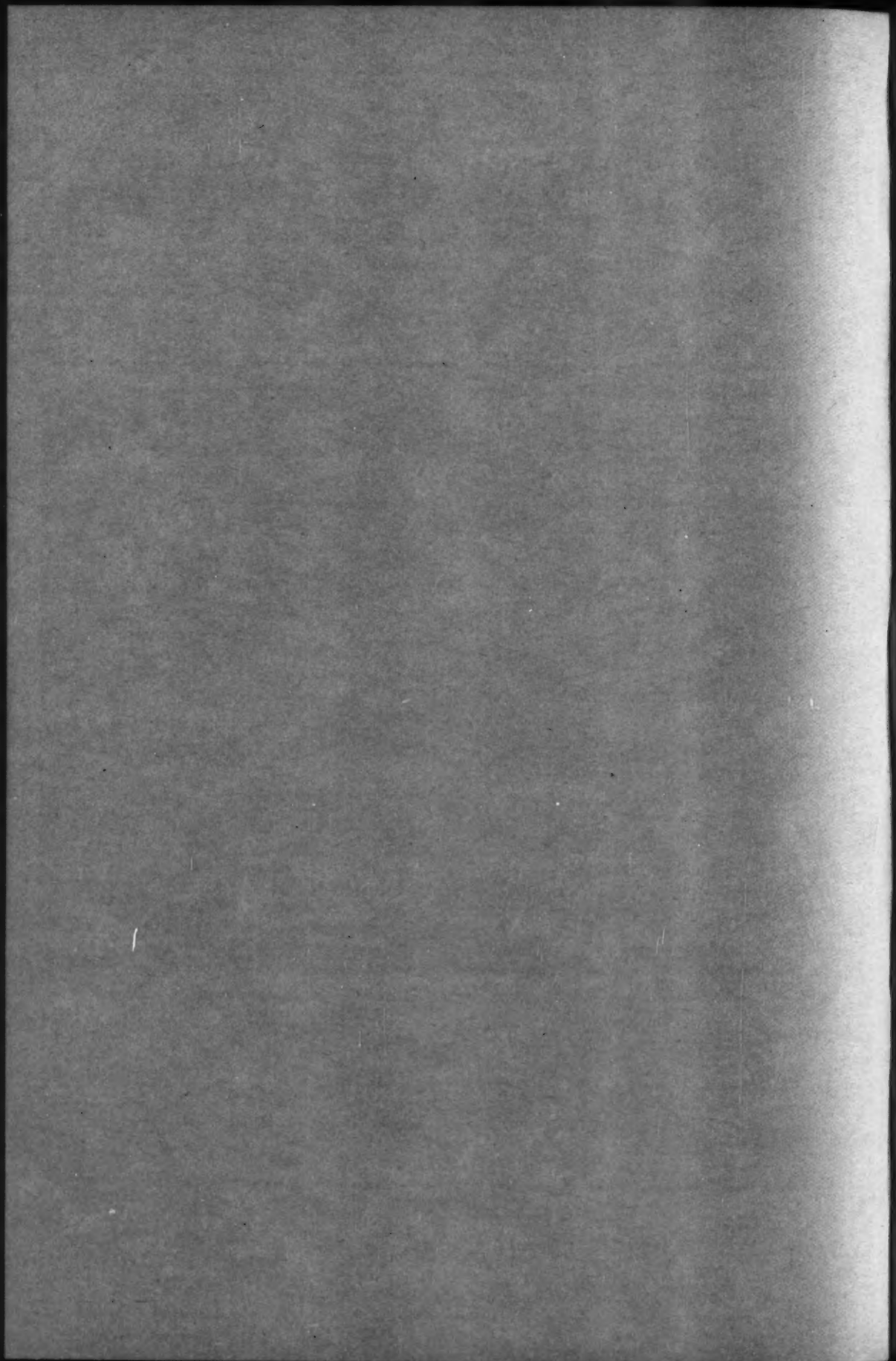


THE REVIVAL OF NORWAY'S
DOMINION ON THE SEA

By G. M. BRYDE

PUBLISHED · BY · THE
AMERICAN · SCANDINAVIAN · FOUNDATION
· NEW · YORK ·





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LEE M. HOLLANDER, Ph.D., has written articles on philological and literary topics in American, Scandinavian and German magazines. Together with Arne Kildal, city librarian of Bergen, he published "Ibsen's Speeches and New Letters." He has translated Drachmann's "Renaissance" and Björnson's "When the New Wine Blooms." At present he is instructor in German and Old Norse in the University of Wisconsin.

GODTFRED MAURITZ BRYDE has the distinction of being the pioneer in that revival of Norway's shipping industry of which he writes in the REVIEW. He comes of an old seafaring family of Sandefjord and has himself followed the sea. He is one of the largest ship-owners in Norway, and is a member of various organizations tending to lift the level of his profession. In 1907 he opened the Norway-Mexico Gulf Line, popularly known as the "Bryde Line," the first Norwegian enterprise establishing regular service between Norway and America.

IVAN NARODNY was a musical and literary critic for newspapers in his own country, Russia, when he was caught in the revolutionary movement. He was arrested and spent four years in solitary confinement and later has twice been forced to leave Russia. He came to America with Maxim Gorki and has since then been a contributor to American newspapers and magazines. He is a regular writer for *Musical America* and has published books on musical subjects.

JOHN ASPEGREN is a Swede by birth. During his business career in America he has held many positions of trust. He was unanimously elected president of the New York Produce Exchange, the youngest man who ever held that office; he is first vice-president of the Swedish Chamber of Commerce and chairman of the New York Arbitration Committee of the "Interstate Cotton Seed Crushers' Association of the United States." His own business interests are very large, two cotton oil factories of which he is president having alone an output of \$40,000 worth of goods a day. He is a life member of the American-Scandinavian Society.



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Former Antiquary of the Realm of Sweden
Chairman of the Swedish Advisory Committee
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THE AMERICAN-SCANDINAVIAN REVIEW

VOLUME I

SEPTEMBER · 1913

NUMBER 5

The Song of Haf

From "Sword and Crozier," by INDRIDI EINARSSON

Translated from the Icelandic by LEE M. HOLLANDER

[On the eve of a fierce conflict between opposing chieftains the Bishop of Iceland ordered the church-bells to ring "The Peace of God," and no one dared lift a sword until the bells had ceased pealing.]

*Hither I see the ravens winging;
They steer their flight to Holar's steeple
On their errand bent, death bringing;
Hard the bishop's bells are ringing:
Longest peals great Likabong:
"The peace of God shall save the people."*

*Heroes head their warlike forces;
Mailed fists 'gainst shields are clashing;
Over Herad's water-courses
Thunder thousand hoofs of horses,
Over fords and bridges dashing.
Long afar moans Likabong.*

*Death foretells the cock's dawn-greeting:
Many a fey man's fair limbs mangle
Soon the sword and spear in meeting.
Hot the Northland blood is beating!
Low and dull weeps Likabong.
The shiv'ring Southron sea-cod angles.*

*Peace—how many a foe will crave her!
In Woden's spoor the sward is bloody—
Many a head the swords dissever;
Be our host victorious ever!
Silent lastly Likabong—
Women weep for men once ruddy.*

The Revival of Norway's Dominion on the Sea

By G. M. BRYDE

IN THE very beginning of our thousand years of history Norway was noted for an amount of shipping that is impressive, considering the age. In the eighth, ninth and tenth centuries Norwegian merchants and vikings ruled the sea from Norway to Scotland and from the Faroe Islands to Iceland. For many years Norwegian kings reigned in Dublin and other Irish cities. The Isle of Man and all the islands north of Scotland were Norwegian, while there were colonies on the mainland and in Iceland and Greenland. Norwegians penetrated to the very end of the Mediterranean on their expeditions of trading or warfare, and they discovered America five hundred years before Columbus. At the same time they had extensive deep-sea fisheries, and the whaling and sealing in the Arctic regions seem to have begun at an early date.

Hard times came to our people. The country entered upon a period of decline, and the shipping diminished, but it revived as soon as new life was infused into the nation. In the latter half of the nineteenth century the total tonnage of the Norwegian merchant fleet was surpassed only by that of the United States and by that of England, a truly remarkable achievement for a people of only two millions. Shortly afterwards the white sails, which have carried our name to every port of the world and have held so large a place in all our history and poetry, were supplanted by steam as a motor power. This meant a very serious crisis in our shipping. Scores of shipyards were forced to close, and many flourishing coast towns stagnated, never to revive again. Many believed that our shipping had forever ceased to be the chief mainstay of our people. I shall endeavor to show in the following how far this is from being the truth.

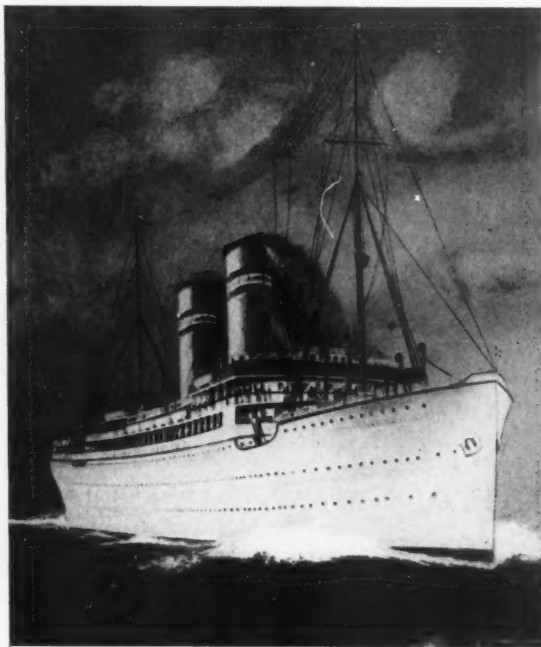
A cursory glance at the map will show Norway as an elongated strip of coast, bounded by the ocean on three sides and encircled as with a bead string by countless tiny islands. Many of these are inhabited. Narrow forked fjords, cutting deep into the mainland, still further extend the coastline, of which Norway has a longer stretch for each inhabitant than any other civilized country. It has made the Norwegian a sailor; many have said the best sailor in the world. The life of the sea has become a part of his bone and flesh. In bending the energies of our young, progressive people to a revival of our ancient dominion on the sea we are, therefore, following the line of least resistance. The various manufacturing enterprises that have been started within the last decade or two, far from supplanting the

shipping, have given it precisely the impetus it needed. The profits made in whaling, after the adoption of modern methods, have had their share in promoting this revival. I need only mention the fact that seven years ago we had no trans-oceanic line, but since 1907 we have established two very important direct steamship lines to North America, two to South America and one to South Africa and Australia. When I further point out that practically all the large first-class steamers are less than five years old, while two-thirds of the total tonnage of the steamship fleet is in vessels less than fifteen years old, it will be seen of what recent and rapid growth is the revival of Norwegian shipping.

During the period of depression, when many prophesied that our shipping had seen its best days, our ship-owners, with those of Bergen in the lead, built steadily and quietly, while they could build cheaply, and they have made millions by so doing. A fleet of vessels grew up, which even in the nineties could show impressive figures, and which continued to increase, even in the hard times from 1900 to 1911. Counting by total ship tonnage alone, we are at present the fourth seafaring nation in the world, but in proportion to our population we rank as first. According to estimates made January 1, 1913, the Norwegian merchant fleet consists of 2,156 vessels of 100 tons or more, having a combined gross tonnage of 2,365,063. That is, there is one ton for every man, woman and child in the country. If we compare this with other nations, we find that Great Britain has less than one ton for every two inhabitants, while other nations have much less. The value of this fleet

is at least \$100,000,000. Divided among all the people in Norway, it would mean a per capita ownership of \$40 in shipping shares.

To this must be added thousands of vessels of less than 100 tons. The fleet of small craft—steam, sail and motor boats employed in fishing, whaling or coast traffic—represents an additional value of several millions. The present year brings an unprecedented increase



THE NEW PASSENGER STEAMER "KRISTIANIAFJORD"

in the number of large ships; among these are the two new passenger steamers for the Norwegian America Line, a 6,200-ton motor boat for the Norway-America-Mexico Line, and one of 4,000 tons for the new line to Brazil. Never in the history of the world has any nation owned so large a fleet in proportion to its population as Norway does today, and this fleet consists mostly of well-equipped modern freight steamers. The following table will show the development in recent years:

	Sail	Net tonnage	Steam	Total net tonnage	Total dead weight tonnage
1875	1,375,433		43,875	1,419,308	2,171,000
1880	1,502,584		203,115	1,705,699	2,761,000
1900	1,002,675		505,443	1,508,118	2,766,000
1910	630,287		895,869	1,526,156	3,185,000
1912	600,958		1,073,776	1,674,734	3,750,000

We will proceed to examine more carefully certain phases of Norwegian shipping. With regard to size, the general average of our ships has been revolutionized, and as a consequence the character of our fleet is undergoing a change. It is only a few years ago that most of the new boats were under 2,000 tons; these are now rarely built, except for special purposes, such as fruit trade or lumber carrying. At the end of 1911 Norway owned four of the largest freight steamers in the world, and two of these, *Themis* and *Thellis*, had a gross tonnage of 7,000 and 8,000 tons, with a capacity of 12,900 dead weight tons. At the same time the equipment of our ships has become tiptop. It is interesting to note that Norway has already begun the construction of a Diesel motor ship, while Norwegian ships are more and more frequently supplied with wireless apparatus. This modern convenience is found not only on the large passenger steamers, but also on those designed for freight or for fishing and whaling.

The mere fact that almost all our large ships are new raises the general average of seaworthiness to a very high level. The total tonnage of the steamers rated in the Norwegian Veritas as first-class is 1,200,000. About 500,000 are surveyed in foreign institutions, and most of these are also rated as first-class. When it is further remembered that the depth of the water line is regulated by law in Norway, and that the Government, as well as the Norwegian Veritas, exercises a strict control over the seaworthiness of our vessels, we may infer that the condition of our steamship fleet is in the main very good.

With regard to sailing craft, these are no longer being built, and it follows that the sailing fleet must consist of old vessels. The old timber-built boats have dwindled to about 200. The rest are of iron

or steel, are generally well rated in Lloyds, and do good service. The existence of this sailing fleet has given Norway an unusual advantage in the training of her young seamen, an advantage which our ship-owners have not been slow to make use of. The old boats are better for the purpose than any training ships and have done much to keep up the standard of efficiency in the Norwegian seamen. It is significant that requests are constantly being received from Germans who are willing to pay for the privilege of placing their boys on Norwegian ships to be trained. An attempt has also been made by Germany to establish an international agreement to lower the port dues for sailing vessels, in order that this form of navigation may not become extinct.

About 2,100,000 tons of the Norwegian fleet is in freight service, mostly in the tramp ships, which are sometimes chartered for single trips, sometimes for a certain period. This freight fleet is distributed practically all over the world and is engaged in the most varied traffic. Sometimes the business is of a highly specialized character, such as the fruit trade between Central America and the United States, or certain kinds of mineral freight. Along the entire American coast, as well as the coasts of Asia, Australia and Africa—in fact, wherever keel can float in salt water—we may meet our country's flag.

As a consequence of this scattered and diversified traffic, often in the most dangerous waters and with the least manageable kind of freight, our percentage of shipwrecks has apparently been large. It is evident that a fleet which is nineteen-twentieths tramp ships must take a heavier risk than one of which 50 per cent follow regular routes. On this basis the comparison becomes more favorable, but it must be admitted that no other tramp fleet does such hard service as the Norwegian. Our ships and our seamen have shown themselves capable of meeting and conquering the greatest dangers and difficulties, but it goes without saying that under such circumstances there must be more accidents than in an easier service.

The development of steamship routes has not by any means kept pace with that of the tramp fleet. The ships engaged in regular passenger service have now a total tonnage of about 150,000. A not inconsiderable part are employed in the coast lines. The beauties of our islands and fjords may now almost everywhere be enjoyed from the decks of comfortable, fast steamers, especially adapted for the purpose. We have also lines connecting us with the principal ports of the European continent and the British Isles. The Otto Thoresen Company has opened a regular steamship service to Spain, the Canary Islands and Mediterranean ports. In all these lines the traffic has increased greatly in recent years.

Still, Norway had no trans-oceanic line until 1907, when, in behalf of the Norway-Mexico Gulf Line Company, the writer opened a

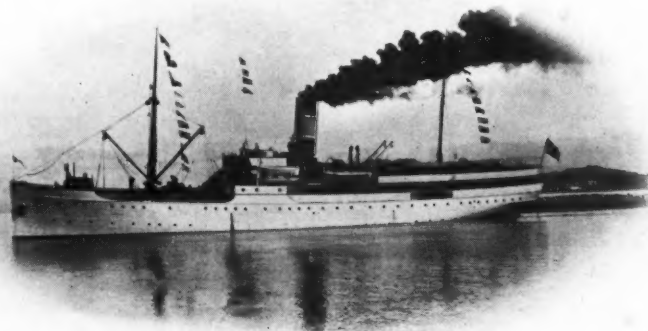
regular steamship service to the United States, Cuba and Mexico, entering the ports of Newport News, Galveston, New Orleans, Havana, Vera Cruz and Puerto Mexico, the last named being changed in 1912 to Tampico. The line, which received a government subsidy of 100,000 kroner a year for three years, with the privilege of renewal for three years, began with two hired steamers. By 1911 the company owned two steamers, and in addition had hired three and chartered seven steamers. In February, 1912, yet another boat was added, and in October of the same year the contract was signed for Norway's first large Diesel motor ship. To begin with, the volume of business was small and gave small profits, but in 1911 the line was able to pay dividends. The total exports of that year amounted to 54,000 tons, of which 35,000 went to the United States, the remainder to Cuba and Mexico. The total imports were 59,000 tons, of which 58,000 came from the United States, the remainder from Mexico. In 1914 the line will begin a direct service, with special steamers to Boston and Philadelphia.

The success of the Norway-Mexico Line has given others faith in the power of Norway to support trans-oceanic lines, and we have now several. The Fred. Olsen Company in Christiania has opened a line to La Plata with two boats; Fearnley and Eger in Christiania and Wilhelmsen in Tönsberg have started one to South Africa and Australia, and the Lorentzen Norwegian-Brazilian Company is starting one to Brazil, with motor boats. Finally, we have the Norwegian America Line, with two large passenger steamers to ply between Norway and New York. With these and with the projected extension of the Norway-Mexico Line to Philadelphia and Boston, Norway will have direct freight and passenger service to all parts of the American east coast, except Canada, to two important gulf ports, Galveston and New Orleans, and to Mexico and Cuba. There is no doubt that when the Panama Canal has been in operation for a while, direct communication will be established with the Pacific coast.

This rapid extension of our deep-sea carrying trade is closely connected with the development of our export industry. The harnessing of our waterfalls, the rational utilization of our forests and the beginning of several important mining enterprises have added greatly to the amount of our exports, and as most of the goods produced are heavy, which is also true to a great extent of our imports, the foreign trade of Norway makes an excellent basis for building up a steamship service. Our leading exports are wood pulp, cellulose, paper and lumber.

The sealing and whaling vessels constitute an important part of our fleet, which must be treated separately. The latter alone, including the floating try-houses, have a total tonnage of 150,000. More than half of these are owned in Sandefjord, and the remainder are

divided between Tönsberg and Larvik, with a smaller number in Christiania, Haugesund and Bergen. Whaling is a highly specialized pursuit and can only be profitable with an experienced crew. Enterprises started outside of the above-named cities, which have tradition in their favor, have therefore seldom been successful. On the other hand, Norwegian whalers have taken tribute from waters in all parts of the world. They have crossed and recrossed the southern as well as the northern oceans. They have stations in Europe, America, Australia, and the South Sea Islands, and carry on their pursuit on the eastern coast of Asia. The marvelous extension of whaling is largely due to the floating try-houses, in the adoption of which Messrs. Chr. Christensen, Bogen, Consul Johan Bryde, Thor Dahl



THE TOURIST STEAMER "FINMARKEN"

and Ingvald Bryde, all of Sandefjord, have been the pioneers. It is a hazardous business, capable of yielding immense profits, but often inflicting serious losses.

In the matter of insurance, Norway has developed a system of mutual protection, which has been imitated in the neighboring countries. All coast towns of any importance as shipping centers have one or more co-operative societies, which cover the greater part of the Norwegian hull and freight insurance. They are without doubt among the greatest co-operative undertakings the world has seen, and have on the whole been very beneficial, not only directly by giving our ship-owners cheap insurance, but indirectly by competing with the regular insurance companies and forcing down the rates. Furthermore, it is these co-operative societies that have established and support the Norwegian Veritas, an organization that takes rank beside the best surveying institutions of the great seafaring nations.

Our own shipyards, with a maximum production of 50,000 tons

a year, have not been able to take care of even half of the new construction necessitated by the extension of our shipping, but there are signs that their output will be greatly increased in the near future. About 8,000 men are at present employed in the ship-building trades. The fleet itself at the end of 1911 employed 36,433 men. This, however, does not by any means give an adequate idea of the Norwegian sailor class, as there are many Norwegians on foreign vessels and some foreigners in the Norwegian fleet.

I believe the facts presented here will show that the shipping industry in our time is of greater importance than ever as a source of income to Norway. We are proud to know that we are the inheritors of the Phenicians, the Portuguese, and the Dutchmen on the sea, and that today we may venture to compare our merchant fleet with those of the great seafaring nations. The dominion on the sea which our country exercised a thousand years ago through her viking marauders we hope to win again by the peaceful efforts of our ship-owners, our merchants, and our brave sailors.

Ole Windingstad and His Musical Career in New York

By IVAN NARODNY

IT SEEMS that a new musical era of vigorous nationalistic schools is dawning upon New York, and that the songs of many nations are rising ever increasingly from the shadows of the city's skyscrapers and tenement houses. I was surprised recently to find that the New York Scandinavian colony was not less provided with music of its native color than were those of other musically educated nationalities, especially the English or German-speaking citizens. Although I knew that all Scandinavians are born adventurers and lovers of song, yet I had no idea of the existence of a Scandinavian symphony orchestra, much less of the alert musical activity of the Northmen.

It is a well-known fact that Scandinavian folk songs are considered most brilliant gems of art, for they contain something inexpressibly tender, romantic and rugged at the same time. There is a vein of Northern poetry and magic in most of their melodies. Is it a gleam of the scintillating aurora borealis or is it the echo of a murmur of the mountain brook? This is hard to define, but they are fascinatingly beautiful.

It is only natural that those of the Scandinavians who have made their homes in this country could hardly live without musical stimulation. One of the most striking incidents that brought me to realize the significance of the Scandinavian music in New York was listening to one of the first big concerts of the combined orchestra and choruses that was given during the past season at the Brooklyn Academy of Music. It was on this occasion that I came to see for the first time Mr. Ole Windingstad, the practical leader and inspiration of the musical life of his countrymen in New York. With his modest appearance and simple manners, he made at once a deep impression upon me. He was conducting the first movement of his own symphony with the orchestra which he himself had organized, while the remainder of the performance was devoted to "Olav Trygvason," the unfinished opera by Grieg, arranged later by the composer in concert form. On both occasions Mr. Windingstad acted as a conductor magnificently, and thus aroused my curiosity to know something of his individual traits and life story.



OLE WINDINGSTAD

A very remarkable fact in connection with the standards of the New York musical colonies is that they depend altogether upon the leader. A colony may have good singers and many lovers of music, but if it lacks the leader, everything drags. Scandinavians are therefore fortunate in having their musical affairs in the hands of Ole Windingstad, who is not only a highly educated musician and conductor, but a pedagogue and composer of great talent. His life story is a thrilling novel of struggle and heroism in itself. Having worked days and nights for his living, mostly by giving music lessons or playing the piano or organ at insufficient prices, he has managed to compose his first symphony, to conduct the three choruses and to organize the splendid symphony orchestra, of the existence of which few people have known, outside of the Scandinavians themselves. How he has been able to accomplish this huge amount of work remains a perfect wonder, for Mr. Windingstad has been in this country only six years, and he arrived here without any means or friends. His courage and self-sacrifice may serve as an inspiring example for many others. He is the type of a great idealist and poet, whom the commercial issues of this cosmopolitan city have been unable to affect.

Not a mere amateur is Mr. Windingstad in his various capacities, but a man of thorough musical education and experience. Having been graduated at the Conservatory of Music in Christiania, where he studied to become an organist, he made a trip to Germany, where he happened to see Arthur Nikisch conducting his Gewandhaus Symphony Orchestra in Berlin, and the great conductor so magnetized him that the young Norwegian decided to become his pupil and went to Leipsic, where he studied music in the Nikisch Conductor School for two years.

As he realized that there was little opportunity for him to get along as a foreigner in Germany, he decided to try his luck in America, of which he had heard so much. When he arrived in New York, without means and friends, however, he found nothing to encourage him, and started to earn his living as well as he could, still hoping to get some opportunity to become a conductor of some orchestra or chorus. Finally, as he saw that there was nothing to be done, he began to reorganize the choruses of his countrymen. It took him years of hard and untiring work until he succeeded, and that only recently. He is now the leader of two big Norwegian singing societies, one Danish singing society and the Scandinavian Symphony Orchestra, as well as head conductor of the Danish Singers' Union of America and of the eastern division of the Norwegian Singers' Union of America.

The example of Mr. Windingstad in the musical life of his countrymen in New York has not failed to show its admirable features. I found, for instance, that the music that is produced in the New York Scandinavian colony is at least a spontaneous expression of emotions. There is little of the commercial element in evidence, still less of the conventional stiffness that one feels in the audiences of the gilded concert halls. And when one realizes that their music is produced and enjoyed not by people living in ease or having music for their profession, but comes exclusively from the hearts of working men and women and goes into the hearts of the same simple people, it truly should inspire and stimulate every American to emulation. One of the noblest qualities that any foreigner has imported with himself is the love of music, not as a social function but as something poetic and sacred.

When I left Mr. Windingstad and returned from Brooklyn, it seemed to me as if I had been in another age, as well as among another race than average New Yorkers. All the Norwegian music is in some way semi-Oriental, weird, poetic, yet full of Northern ruggedness and power. It suggests the mysterious atmosphere of the aurora borealis, the sweet flute of a fairy and the rich phantasy of sagas.

America in Scandinavia

A Letter from the Secretary of the American-Scandinavian Foundation:

RIKSGRANSEN, July, 1913.

TO THE READERS OF THE REVIEW:

Every bridge should reach two shores. During the past months readers of the REVIEW have heard a great deal about Scandinavian art in America, about English translations of Northern literature, and the preservation of their languages, arts and crafts by American descendants of the vikings. These are some of the issues which the American-Scandinavian movement has already faced in America. But there is another side of our work—America in Scandinavia. How can we promote a better understanding across the sea of the real and permanent values of American life?

One important step has already been taken by the American-Scandinavian Foundation. To help towards a true appreciation in Scandinavia of American methods and ideals, the trustees of the Foundation established fellowships with stipendia of \$750 each, to enable six advanced Scandinavian students to work at the same time in American universities, it being expected that these students would return after their sojourn in America, effective interpreters of the best in our life and thought. The better to secure the right persons for this end, the choice of the Fellows was left entirely in the hands of advisory committees, who have been officially appointed by the governments of Denmark, Norway and Sweden.

It was especially to confer with these committees that the trustees of the Foundation instructed the Secretary to proceed in May to Scandinavia. The spontaneous cordiality with which he was received everywhere as their representative is but another evidence of the growing friendship for America of the countries of the North.

In Denmark, the Secretary was received in private audience by His Majesty King Christian X, also by the Minister of Foreign Affairs, Count Ahlefeldt-Laurvig, and by the Minister of Education, Mr. Appel. He was entertained by the American Minister, Dr. Egan, and by various members of the Danish Advisory Committee. Furthermore, he as well as Professor William Hovgaard, a trustee of the Foundation, were guests of the Industrial Congress in Copenhagen.

In Sweden, His Majesty King Gustaf V also graciously received the Secretary in private audience. He was present at a dinner given by the Minister of Foreign Affairs, Count Ehrensvärd, at his official residence, for all members of the Swedish Advisory Committee, the American diplomatic corps, the Minister of Education, and several officials in the foreign office. The Secretary was also entertained by Professor Montelius, chairman of the Swedish Advisory Committee,

and by Mr. Stabler, Secretary of the American Legation. In his journey through Sweden he was the recipient of special hospitality from the State Railroads, the Royal Waterfalls Commission and the Kirunavaara-Luossavaara Company in Lapland.

In Norway, His Majesty King Haakon VII also granted the Secretary an audience. He was the guest of the Minister of Foreign Affairs, Mr. Ihlen, at a dinner at which various officials were present, including the Minister of State, the Ministers of Denmark and Sweden, the American Minister, the Governor of Christiania, and the chairman of the Norwegian Advisory Committee. The members of the Committee and the Secretary were entertained at luncheons by the rector of the University of Christiania, Professor Morgenstierne, and by the American Minister, Mr. Swenson. The Secretary was also the guest of Mr. Endicott, Secretary of the American Legation, and of Consul F. Herman Gade, brother of the president of the American-Scandinavian Society.

To all these and to numerous other individuals throughout Scandinavia who tendered him their hospitality as a representative of the Foundation, the Secretary is glad to extend the trustees' gratitude.

Their Majesties, the Royal Patrons of the Foundation, expressed approval of the policy of the trustees, not only in promoting closer relations between America and Scandinavia, but also in strengthening indirectly the friendship between Denmark, Sweden, and Norway. Subjoined is a list of the members of the three Advisory Committees, who, it will be noted, are all men of unusual prominence.

THE DANISH ADVISORY COMMITTEE

Mr. A. P. Weis, chairman of the Danish Advisory Committee, is chief of department in the Ministry of Education. He was formerly the director of the Royal Theatre, and is a member of the board of the New Carlsberg Fund.

Professor Bernhard Böggild represents the Royal Agricultural College of Copenhagen. Throughout Europe he is recognized as an authority on scientific dairying and is a director of the *Fédération Internationale de Laiterie*. In 1910 he made an extended lecture tour in the United States.

Mr. Alexander Foss may be said to represent applied science and the industrial life of Denmark. He is a member of the firm of F. L. Smidth & Company, which supplies Portland cement machinery, not only to practically every country in Europe, but also to North and South America. As president of the *Industriforening*, Mr. Foss delivered memorable addresses in 1912 on "Denmark as an Industrial Country," and in 1913 on "Danish Commercial Treaties." He visited the United States in 1912 and was guest at a dinner given in

his honor by the president of the American-Scandinavian Society.

Professor Otto Jespersen, representative of the University of Copenhagen, is known throughout the world by his works on the history and structure of the English language. He is a member of the Danish Academy of Science. In 1904, and again in 1909, he lectured at American universities; and in 1910 received an honorary degree from Columbia University.

Professor Wilhelm Johannsen, also of the University of Copenhagen, is an eminent biologist, a member of the Danish Academy, and the author of many scientific works, his special study being heredity and vegetable physiology. In 1911 and 1912 he lectured extensively in the United States as guest of Columbia University, Harvard, Johns Hopkins, Cornell, and the state universities of Michigan, Wisconsin, Illinois and others. He received an honorary degree from Harvard at the inauguration of President Lowell.

Professor Viggo Johansen represents the fine arts. He is a distinguished portrait painter and the director of the Academy of Arts.

Mr. Hans O. Lange, Chief Librarian of the Royal Library, is also a member of the Danish Academy of Science. His works include "The Great Sphinx of Gizeh," "A Theban Abbot's Testament," and a "History of the Art of Printing."

Dr. H. L. Möller represents commerce. For many years he was director of the Brock Business Schools and a member of parliament.

Professor Asger Ostenfeld represents the Royal Polytechnical School. His special field of investigation is iron construction.

All applications of Danes for fellowships should be addressed to Mr. Weis at *Kultusministeriet*, Copenhagen.

THE SWEDISH ADVISORY COMMITTEE

The King of Sweden named Professor Oscar Montelius as chairman of the Swedish Advisory Committee. From 1907 until the present year, Professor Montelius was Antiquary of the Realm of Sweden. He is a member of the Swedish Academy and of numerous learned bodies throughout Europe and America, the author of epoch-making works, and is recognized as one of the world's most distinguished archeologists. It is said that he knows Sweden in the stone age better than any living man knows Sweden today. In America Professor Montelius has many personal friends; in 1909-10 he delivered a series of lectures at the Lowell Institute in Boston, and lectures also at the Universities of Illinois, Iowa, Minnesota, and Pennsylvania.

The University of Uppsala is represented by its chief librarian, Dr. L. Aksel Andersson, author and bibliographer, who has also traveled extensively in the United States, carrying our best library methods back to Sweden.

Professor C. F. Gunnar Andersson has also visited America. He is the author of various scientific works and occupies the chair of economic geography at the Business College of Stockholm.

Professor Svante A. Arrhenius, the renowned chemist and physicist, was the first Swedish recipient of a Nobel Prize, the award for chemistry in 1903. He has been a member of the Swedish Academy since 1901, and since 1905 director of the Nobel Institute. He is the founder of the theory of electrolytic dissociation. In 1907 Professor Arrhenius lectured at the University of California, and in 1910-11 was Lowell lecturer at Boston, and the guest of several American universities.

Professor John V. Berg, of the Caroline Medical Institute in Stockholm, is one of the most eminent surgeons in Sweden.

Mr. Per T. Berg, honorary consul-general of the United States in Sweden, came to Pittsburg in 1879 as an expert engineer, and remained until 1902 a member of the Carnegie Steel Company. In that year, after the absorption of the company by the United States Steel Corporation, Mr. Berg returned to Sweden as technical representative in Europe of that corporation, and has also been identified in various ways with the recent industrial development of Sweden. His brother, Mr. Fridtjuv Berg, is Swedish Minister of Education. Consul Berg is a life member of the American-Scandinavian Society.

The University of Lund is represented by Dr. P. Axel Herrlin, professor of psychology and pedagogy, and author of a series of psychological treatises.

The Academy of Agriculture at Stockholm is represented by its secretary, Professor Herman J. B. Juhlin Dannfelt, author of various works on the science of agriculture.

Mr. Thorsten Laurin, director in the publishing house of P. A. Norstedt and Sons at Stockholm, was chosen in the interests of literature and the fine arts. Patron and collector of art, Mr. Laurin is one of the founders of the Society called "Friends of the National Museum" and of the "Society for the Decoration of the Schools." He possesses the largest existing collection of etchings by Zorn. Mr. Laurin has several times visited America and married in 1901 Miss Elizabeth Emery of Cambridge, Massachusetts. He is the brother of the author and critic, Carl G. Laurin, who wrote the introduction on Swedish art in the catalogue of the recent Scandinavian Exhibition of the American-Scandinavian Society.

Professor J. Gustaf Richert, a member of the Swedish Academy, professor from 1903 until 1911 at the Technical College of Stockholm, will visit America in September as a delegate to an international congress. He is one of the expert consulting engineers of Sweden on waterways, canal construction and railroad building, and a member of numerous public commissions.

Professor Gustaf F. Steffen represents the University of Gothenburg, where he occupies the chair of economics and sociology. He is the author of "Modern England" and other standard works on social conditions in Great Britain. He is also a member of parliament.

All applications of Swedes for fellowships should be addressed to Professor Oscar Montelius at the National Museum, Stockholm.

THE NORWEGIAN ADVISORY COMMITTEE

The chairman of the Norwegian Advisory Committee is Knud Johannes Hougen, *ekspeditionschef* in the Department of Church and Education, who was formerly Minister of Education and a member of parliament.

Nordmandsforbundet is represented by its president, C. C. Berner, one of the leaders of the liberal party of Norway, and member of many public commissions. He has been Minister of State, president of the *Odelsting*, and president of the *Storting* from 1898 to 1909, in which last office he distinguished himself as a parliamentarian of eminent ability.

Dr. Samuel Eyde, director of the great saltpeter works of Norway, represents applied science. Through the Birkeland-Eyde process of creating saltpeter by oxidizing the nitrogen of the air, he has harnessed the waterfalls of Norway and established a great chemical industry. In 1912 he visited the United States, delivering a memorable address before the Eighth International Congress of Applied Chemistry in New York, and wrote an article for the AMERICAN-SCANDINAVIAN REVIEW on "The Industrial Future of Norway," which attracted widespread attention.

The interests of literature and art are protected by the author, Vilhelm Krag, poet and dramatist, formerly chief of the National Theatre.

The only woman member of the Advisory Committees is Mrs. Martha E. Larsen, formerly librarian of the public library in Trondhjem. She is a graduate of the New York State Library School at Albany.

The University of Christiania is represented by its rector, Professor Bredo von Munthe of Morgenstjerne, who occupies the chair of jurisprudence, economics and statistics, and has written several standard works in his special field.

Mr. Johan Ludwig Mowinckel, a leading merchant of Bergen, is mayor of that city and now president of the *Odelsting*. He is vice-president and director of the new Norwegian America Line. In 1912 he was a delegate to the Congress of the Chambers of Commerce in Boston and traveled extensively in the United States.

The Technical School at Trondhjem is represented by its rector, Professor S. Sæland. The Technical School is being greatly enlarged

at the present time, occupying a commanding position over the city of Trondhjem.

Director Nils Ödegaard represents the School of Agriculture at Aas. He is a member of various public commissions and author of several books on the science of agriculture.

All applications of Norwegians for fellowships should be addressed to Mr. J. Hougen at *Kirke- og Undervisningsdepartementet*, Christiania.

FELLOWS OF THE FOUNDATION

Hereafter all applications for fellowships for the following autumn must be made to the advisory committees before January 1 of each year. The following six Fellows of the Foundation have been appointed for the academic year 1913-14: for Denmark—C. M. Pedersen, student of technology, and Vilhelm Slomann, student of library methods; for Norway—Arnt Jacobsen, student of bridge construction, and Ellen Gleditsch, investigator in physical chemistry; for Sweden—Erik Köersner, civil engineer, and Einar Corvin, investigator in experimental psychology. Further details of their work will be published in the November issue of the REVIEW, after they have begun their studies in America.

THE AMERICAN-SCANDINAVIAN SOCIETY

Many friends of the American-Scandinavian movement in the North have felt the need of a large, free working body of members to co-operate with the Foundation. The need of greater resources is apparent when one realizes that in Norway alone, where two applicants for fellowships were chosen, seventy-eight had to be rejected. Other avenues of usefulness—exhibitions, lectureships, standard translations of American books—are open to the American-Scandinavian Society in Europe. Certain public-spirited men in the industrial world of Denmark, Sweden, and Norway, are at present formulating plans for the organization of the American-Scandinavian Society in each country—let us hope with good success.

H. G. L.

Editorial

SWEDISH CHAMBER OF COMMERCE In the early years of the twentieth century the great progress of Swedish industries created a demand for new markets and new outlets for Swedish trade. Many merchants realized the possibilities for export to the United States, but the long distance and the lack of reliable information were two drawbacks which caused many importers to deal through German and English houses, with connections already established in the United States, rather than directly with the American importer.

To meet this situation a few Swedish-American business men began to discuss the founding of a Swedish Chamber of Commerce in New York. It was not without misgivings that the undertaking was begun. Many felt that the expenses would be too heavy and the results doubtful, as it was difficult to know to what extent the Swedish business men would be interested. At a preliminary meeting in April, 1906, however, those present pledged themselves to meet the expenses for one year. A committee was appointed to act as a board of directors, consisting of the following ten members: A. E. Johnson, Hans Lagerlöf, Charles K. Johansen, G. Thyreen, G. P. Wern, Emil F. Johnson, H. A. C. Dahl, Ernest Lundgren, Adolf Aspegren, and John Aspegren.

The Chamber was incorporated in March of the following year, and at the first annual meeting there were 58 members, 31 in Sweden and 27 in the United States. New applications for membership were constantly received, while the inquiries which poured in proved that merchants on both sides of the Atlantic took an interest in the useful and patriotic institution founded by private individuals. At the end of 1912 the membership reached 308.

It is beyond a doubt that the Chamber from the beginning has been an important factor in the development of Swedish business enterprise in this country and has fulfilled its mission of being a link between the commercial, financial and industrial interests of Sweden and of the United States. The most important part of its activity has been the establishment of connections between Swedish and American merchants. It has also furnished information regarding the trade between the two countries and issued detailed mercantile reports as to the commercial and financial standing of firms and persons here and abroad. It has often acted as arbiter in business disputes, effecting settlements in an amicable way. Its monthly and yearly publications have been distributed broadcast among business men here and abroad, and by occasional circular letters and articles in the Swedish and American press it has brought to the attention

of the public matters of special interest relating to the trade between the two countries.

The Chamber is in frequent correspondence with the two governments, and by co-operating with them has been able to effect several important measures. Notable among these are the reduction of cable rates and the establishment of a direct steamship line, both of which have been at least partially realized. Believing in the benefit of personal meetings between Swedish and American business men, the Chamber has arranged annual banquets, which have been largely attended by prominent business and professional men, including the Swedish ministers and consuls, as well as American public officials. It has often been invited to join in official functions in the City and State of New York. An office is maintained in the Annex of the New York Produce Exchange, in the heart of the downtown business district. It is in charge of Mr. E. C. Herslow as general manager, and has on file books and periodicals bearing on trade relations between Sweden and the United States. Every facility is extended to Swedish business men visiting this country.

The president of the Swedish Chamber of Commerce is at present Mr. A. E. Johnson, general agent of the Scandinavian-American Steamship Line. Among its directors are men of large business interests and broad experience. To this fact must be attributed the prestige it has gained. It is confidently expected that the Swedish Chamber of Commerce shall not only maintain its present efficiency, but extend further its useful activity, increasing the feeling of consanguinity between the Swedes of the Mother Country and those who have found new spheres of activity in this land of promise.

JOHN ASPEGREN,
First Vice-President.

THE ART EXHIBITION The first step toward bringing an exhibition
FINAL STATEMENT of Scandinavian art to this country was taken
by the American-Scandinavian Society in the
lifetime and with the enthusiastic concurrence of its founder, Niels Poulson. In April, 1910, Mr. Poulson being then president and Mr. Carl Lorentzen secretary, a committee was appointed to confer on the matter. The plan was discussed in several meetings and was given publicity in a pamphlet sent out by the Society in the early part of 1911, as well as in the press. But a plan of such magnitude naturally needs time to mature, and it was not before the autumn of 1911 that it took definite form. Mr. Henrik Lund then came to New York to arrange an exhibition of Norwegian pictures, but consented instead to lend his services to the larger enterprise, combining the art of all three nations. In February, 1912, the American-Scandinavian Foundation voted to "guarantee a sum not exceeding \$5,000 to promote the

project of the American-Scandinavian Society to bring a collection of Scandinavian pictures to exhibit in America, on the understanding that the pictures shall be approved by the governments of Denmark, Norway and Sweden." At a meeting of the Executive Committee of the American-Scandinavian Society the following month, it was voted that "the Society accept the grant and proceed with the exhibit, and that President Gade be given full power in the matter, including the making of artistic and financial arrangements within the scope of the grant." Mr. Gade spent a part of the summer in Scandinavia and personally received the promise of the three kings that they would act as patrons of the exhibition.

The Exhibition itself and the reception accorded it have been described in an earlier number of the REVIEW. A list of magazine articles dealing with it may be found in the May issue. It only remains to give a final statement of attendance, sales, receipts and expenditures. The following works of art were sold: Danish, "Winter Day," by Lauritz A. Ring and some pieces of Royal Copenhagen porcelain; Norwegian, "Fisherman's Cottage," by Harald Sohlberg; Swedish, "In the Snow," by Carl Larsson; "September Night" and "Meditation," by Gustaf Fjaestad, "At Rest, Sunday," by Anna Boberg, and three groups of wood carvings called "The Christening," "At the Photographer's" and "The Burial" by Axel Pettersson. The attendance was as follows: New York, 8,000; Buffalo, 45,000; Toledo, 32,000; Chicago, 70,000; Boston, 13,000; total, 168,000.

The REVIEW has obtained from Mr. Gade a statement of receipts and expenditures showing the actual cost of the Exhibition, after deducting the income from sales of tickets, catalogues and posters, to have been slightly over nine thousand dollars. We have ascertained that this is many thousand dollars less than the cost of the German exhibition managed by Mr. Hugo Reisinger, in spite of the fact that the latter was collected in one country only and exhibited in three galleries, while the Scandinavian was collected in three countries and exhibited in five galleries. Thanks are due to the generosity of Messrs. A. E. Johnson & Co., of the Scandinavian-American Line, who carried the pictures from Scandinavia and back, entirely free of charge. The Society is also indebted to Mr. Henrik Lund and Mr. Christian Brinton, who gave their services for an amount that did not even cover their traveling expenses. It must further be noted that Mr. Gade himself visited the artists who were invited to send their pictures, and his expenses in traveling throughout Scandinavia are not entered in the account. Finally, no mention is made of postage, clerical help and publicity, as the correspondence and administrative work, reaching over a period of a year and a half, were done partly in the president's private office, partly in that of the Society. Mr. Gade's statement follows:

EXPENSES OF ART EXHIBITION

RECEIPTS		DISBURSEMENTS	
The American-Scandinavian Foundation.....	\$5,000.00	Henrik Lund, salary and expenses.....	\$3,000.00
Consul C. A. Smith.....	100.00	Collecting and shipping pictures in Scandinavia, honorarium and expenses of:	
James Boyce.....	100.00	V. Jastrau, Danish agent.....	\$718.25
Wilhelm Castberg.....	75.00	Oscar Warner, Norwegian agent.....	384.20
Consul Oscar Haugan.....	100.00	Percy Toltie, Swedish agent.....	285.51
Joachim Gjaever.....	50.00	Total.....	1,387.96
Marius Kirkeby.....	50.00		
Total donations.....	\$5,475.00	Catalogue and poster:	
Sale of tickets:		Christian Brinton, compiling catalogue.....	1,000.00
American Art Association, New York.....	2,408.00	Special articles for catalogue.....	211.75
Office of the American-Scandinavian Society.....	137.30	Printing catalogue.....	2,024.50
Total.....	2,545.30	Special binding for foreign distribution.....	50.00
Sale of catalogues and posters:		Gunnar Hallström, design for poster.....	134.50
American Art Association.....	906.00	Printing and mounting of poster.....	244.02
Buffalo Fine Arts Academy.....	512.25	Total.....	3,664.77
Toledo Art Museum.....	107.00		
The Art Institute of Chicago.....	600.00	General expenses:	
Boston Museum of Fine Arts.....	300.00	Advertising in Scandinavian papers of N. Y.....	59.90
Sweden.....	5.58	Photos for newspaper reproduction.....	40.50
Office of the Society.....	2.62	Custom House brokers.....	201.59
Total.....	2,433.54	Packing and cartage.....	390.92
Refund of insurance from galleries.....	1,347.50	Cables.....	82.23
Total receipts.....	11,801.34	Expenses of Buffalo Fine Arts Academy.....	4.25
Deficit made good by John A. Gade.....	3,555.02	Expenses of Boston Museum of Fine Arts.....	44.43
		American Art Association (New York), adver- tising, service, printing, decoration, rental, etc.	3,267.80
		Insurance.....	2,597.35
		Expressage.....	614.66
		Total disbursements.....	7,303.63
			\$15,356.36

SUMMARY

Total disbursements.....	\$15,356.36
Less refund of insurance.....	1,347.50
Total cost of Exhibition.....	14,008.86
Total income from sales of tickets, catalogue and poster.....	4,978.84
Net cost of Exhibition.....	\$9,030.02

Bills not yet rendered—Expenses in Scandinavia, returning pictures to artists.

SALES OF ART OBJECTS

Cash receipts from sales, less commission of galleries:		
Art Institute of Chicago.....	\$2,515.67	
American Art Association, New York.....	1,113.50	
Private sales.....	2,223.75	
		\$5,852.92
Duties on pictures and carvings sold.....		
Paid Danish agent.....	\$999.10	
Paid Norwegian agent.....	491.75	
Paid Swedish agent.....	1,615.36	
Royal Copenhagen porcelain.....	2,586.96	
Cash on hand.....	51.00	
	108.75	
		\$5,852.92

Bill not yet rendered, duty on picture, "At Rest, Sunday."

NORTHERN MUSIC The American-Scandinavian Society has engaged Carnegie Hall, in New York, for Sunday afternoon, October 26, for what promises to be the greatest musical event ever undertaken by Scandinavians in the Eastern States. Three eminent soloists, whose names will be announced in the next number of the REVIEW, will take part. The United Male Choruses of New York, with two hundred voices, will represent this characteristic feature of Scandinavian music. In addition, the committee, realizing that much of the finest in the music of the North can be adequately interpreted only by a full orchestra, have taken the important step of engaging the Scandinavian Symphony Orchestra, under Mr. Ole Windingstad. This organization is yet new, but its brilliant young leader is making it a permanent institution. Mr. Windingstad's remarkable success in helping the Scandinavians to take a place in New York musical life worthy of their traditions and ideals is described by Mr. Ivan Narodny in another part of the REVIEW. The committee under the chairmanship of Dr. Johannes Hoving hope to make this concert the beginning of a series of musical events, presenting Northern music not only to the Scandinavians, but also to the American public.

FORTHCOMING ARTICLES IN THE REVIEW Dr. Valdemar Poulsen, of wireless telegraphy fame, a few weeks ago received the editor of the REVIEW in his laboratory, a few rods behind the City Hall in Copenhagen, where he is working in collaboration with Prof. P. O. Pedersen. In these days he is very busy, but he promised "as soon as the next link is formed" to write an article for the AMERICAN SCANDINAVIAN REVIEW. The November number will contain another authoritative article on the development of the Scandinavian nations from a pastoral and seafaring life to a place in the van of modern progress. Mr. Alexander Foss, of Copenhagen, has under preparation an article on "Denmark as an Industrial

Country," which promises to be as interesting reading and as illuminating in its facts as the article by Dr. Samuel Eyde on "The Industrial Future of Norway" in the January number. Other noted men who have promised articles for the REVIEW are Prof. Svante Arrhenius, Prof. Oscar Montelius, Mr. Ferdinand Boberg and Dr. Sven Hedin.

Books

PLAYS BY BJÖRNSTJERNE BJÖRNSSON. Translated by Edwin Björkman. New York: Chas. Scribner's Sons. 1913.

Of the three plays translated in Björkman's volume, viz.: "The Gauntlet," "Beyond Our Power," and "The New System," only the second, which is also by far the shortest in extent, can lay claim to be a really great drama—one which the world can not willingly let die. It is the only one of the three in which the purpose for which it was written has been bodied forth in classic form. Never did Björnson more truly sound the profoundest stirrings of our times. In "Beyond Our Power" Björnson is the poet-seer. In "The Gauntlet," the purpose, viz. the discussion of "the double standard of morality," is so much in the foreground that the characters carrying the fable remain schematic and the play is, dramatically, unconvincing. This is much less the case in "The New System," with its highly original scenes and sparkling dialogue. Mr. Björkman's renderings are, on the whole, excellent, revealing deftness, literary skill and tact of no mean order. It is all the more to be regretted that he has in not a few places misunderstood idioms any Norwegian could have explained to him. Nevertheless, these plays are now available in thoroughly good renderings, and it is to be hoped that they will enrich and revitalize the repertoires of our Metropolitan theatres. The introduction of fifteen pages is pleasantly written, but rather thin. However desirable it is that the reader be told the story of Björnson's life and works, it is at least as advisable to say something more than a few generalities about the works in hand.

L. M. H.

SWORD AND CROZIER. By Indridi Einarsson. Translated from the Icelandic by Lee M. Hollander. *Poet Lore*, July, 1912.

Dr. Lee M. Hollander's rendering of Indridi Einarsson's "Sword and Crozier" is one of the few translations which have no less a claim to literary distinction than their originals. The translator's task is never light; in the present case the original represents a literary and cultural tradition so foreign, and is written in a tongue of so different a development from English, that the reader is as much astonished as gratified to hit upon such excellent work as Dr. Hollander's. He has selected the English form which he believed was best fitted to express the essence of the intensely dramatic original. The outcome has justified his choice; and it is significant that Mr. Einarsson, in a letter to the translator, has expressed his satisfaction with the result. "I have three translations of 'Sword and Crozier,'" he writes, "Danish, German, English, and I think I like yours best. . . . English suits better the Icelandic." In his excellent article on Indridi Einarsson and his Saga Drama, appended to the translation, Dr. Hollander remarks that "the poet has succeeded admirably in reproducing the cool coloring, the ironic-pessimistic attitude, that uncompromisingly masculine sentiment we know so well in their refreshing acerbity from the best sagas." It is the triumph of the translation that it reproduces in English these very effects, and presents the play to us a Saga Drama indeed.

Mr. Einarsson expresses himself as particularly pleased with the translation of the Song of Haf in Act V, and justly so. This song (reprinted on page 5 of the REVIEW), is a brilliant imitation of the Old Scandinavian minstrelsy, reminding one of the Biarkamol, or the Krokumol. I doubt if there is in English another rendition of Scandinavian verse comparable to this, which does justice to the metrical form of the original without abating a jot of its freedom and fire. It has been considered impossible to reproduce the metre of old Icelandic verse without offending the unaccustomed English ear; but Dr. Hollander has opened a new road to the translator. The splendid article by Dr. Hollander which follows the translation cannot be too strongly commended.

ARTHUR G. BRODEUR.

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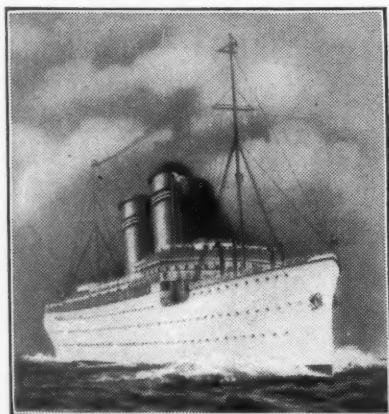
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The American-Scandinavian Society

THE AMERICAN-SCANDINAVIAN SOCIETY is an international organization to cultivate closer relations between residents of the United States and Scandinavia, to strengthen the bonds between Scandinavian-Americans, and to advance knowledge of Scandinavian culture among American citizens, particularly among descendants of Scandinavians.

New Members

Exceptional privileges are offered now. Members for 1913 will receive the AMERICAN-SCANDINAVIAN REVIEW, beginning with the March issue, and the beautiful poster, "The Viking Ship," in seven colors, by Gunnar Hallström. Those who do not wish to join for the current year may apply now for membership in 1914. Upon payment of a year's dues, they will receive free two issues of the REVIEW for 1913, including the special Christmas number, illustrated with color plates made in Sweden, and the enlarged REVIEW for the entire year 1914. In addition, all members will have the privilege of buying the *Scandinavian Classics*, to be published by the Foundation, at a discount of 10 per cent. Their list at present contains the Eddas, some of the Sagas, Holberg's comedies, Björnson's plays, lyrics, and letters, the works of Tegner, Runeberg, Drachmann, and Herman Bang, as well as of several living writers still quite unknown to American readers.

Annual Membership dues are only \$2.00 a year in America, 5 Kr. in Scandinavia.

Sustaining Members, paying \$5.00 a year, will receive free the *Review* and two volumes of the *Scandinavian Classics* each year.

Patron Members, paying \$25.00 a year, will receive free all the publications of the Foundation, including the *Review*, the *Scandinavian Classics*, and the *Scandinavian Monographs*.

Life Members, paying \$100.00 once for all, will receive free the *Review* and two volumes of the *Scandinavian Classics* each year.

All correspondence regarding the Foundation or the Society should be directed to

HENRY GODDARD LEACH
Secretary

No. 507 Fifth Avenue
New York City

